

MEETING SUMMARY
SR 520 BRIDGE REPLACEMENT AND HOV PROJECT
EXECUTIVE COMMITTEE

St. Luke's Lutheran Church, Bellevue, WA
October 7, 2004 1:00 – 4:00 p.m.

Welcome and Meeting Objectives

Aubrey Davis, Washington State Transportation Commission, opened the meeting by welcoming the Executive Committee and members of the public. Aubrey also introduced the new members of the Committee. The new members include: Councilmember Bob Ferguson, King County Council, Councilmember Jean Godden, Seattle City Council, and Councilmember Claudia Balducci, Bellevue City Council.

Maureen Sullivan, WSDOT, Project Director, was not present at the meeting. Julie Meredith, WSDOT, Engineering Manager, provided Committee members with an update of the status of the project including costs and schedule. The meeting agenda would also focus on the proposed bridge operations facility, construction methods, and the ongoing environmental analysis.

Project Update

The project is still critical because the Evergreen Point and Portage Bay Bridges are vulnerable to seismic events. The Evergreen Point Bridge is also vulnerable to storm events and is nearing the end of its design life.

Both the 4- and 6-Lane Alternatives will have full evaluation in the Draft Environmental Impact Statement (DEIS). Both alternatives include current seismic and roadway standards including full shoulders and a bicycle / pedestrian crossing. The 4-Lane Alternative draws 7% more people in 13% fewer vehicles than the No Build Alternative. The 6-Lane Alternative draws 25% more people in 3% more vehicles than the No Build Alternative.

Since the last Executive Committee meeting in April 2004 the project has: received updated cost and schedule estimates, held two Technical Committee meetings and one Advisory Committee meeting, continued public outreach to communities and organizations, and continued coordination with Sound Transit and other transit agencies. The project received a request to study the use of quieter pavement in the SR 520 corridor. A transit study is underway for the vicinity of 108th Ave. NE in Bellevue and Kirkland.

The new Cost Estimation Validation Process (CEVP) numbers were released in June 2004. In 2003 the 4-Lane Alternative was estimated to cost between \$1.5 and \$1.8 billion. The 6-Lane was estimated to cost between \$2.1 and \$2.5 billion. Since those estimates were released in 2003 certain aspects of the 4- and 6-Lane Alternatives have changed and cash flow constraints have lengthened the design process and extended the anticipated start of construction. Extending the HOV lanes to I-5 added scope and thus cost to the 6-Lane Alternative. The Executive Committee directed extending the HOV lanes from Montlake Boulevard to I-5 in July 2003. The CEVP estimates assumed the Regional Transportation Investment District (RTID) funding would become available by 2005.

The financial situation for the project is more uncertain since the RTID vote did not occur in the fall of 2004. The project has \$52 million from the Nickel Package. The money is broken up over four bienniums:

- 2003/05 - \$17 million
- 2005/07 - \$8 million
- 2007/09 - \$14 million
- 2009/11 - \$13 million

There may be an opportunity to move the \$13 million from the 2009/11 biennium to 2005/07. This would allow progress in design but not to the level initially planned. For construction the project is anticipating regional and state funds as well as toll revenues.

- State - \$500 million - \$1 billion
- Regional - \$1 billion
- Tolls - \$700 million

Last October the project team informed the Committee that in 2020 the existing bridge reaches the end of its design life. Based on the 2003 schedule the project would be completed in 2014. Although the EIS schedule is on track, uncertainties in funding have delayed the anticipated start of construction, causing the end of the project to move closer and closer to 2020. All WSDOT projects that get delayed increase in cost due to inflation.

Questions / Comments

George Martin, City of Clyde Hill, asked if the noise results would come before the next Executive Committee meeting.

The noise results are due to cooperating agencies at the end of October.

Temporary Bridges

Julie Meredith and Lindsay Yamane, Parametrix, explained the proposed construction methods of the Portage Bay Bridge and West Approach of the Evergreen Point Bridge. Last March, attendees of the Accelerated Construction Technology Transfer Conference (ACTT) looked at ways to construct the corridor in less time and for less money. From that, the Project Team looked at creative ways to construct the West Approach and Portage Bay Bridge. Footprint, schedule and safety were all important factors in determining what construction method to use. Any project that builds in the water or around the shoreline has to work around fish windows meant to protect spawning salmon. No work can occur in the water during a fish window.

The current recommendation is that the West Approach of the Evergreen Point Bridge be constructed using a separate detour bridge for both the 4- and 6-Lane Alternatives. The detour bridge would be constructed south of the existing structure and would carry both eastbound and westbound traffic. The detour bridge could be built without disrupting mainline traffic on the existing roadway. Traffic would shift to the detour bridge, once completed, allowing the existing structure to be used as the work bridge for the new facility. Once the new facility was completed, traffic would be moved to it and the detour bridge and old SR 520 corridor would be demolished. The Lake Washington Boulevard ramps would be closed for the duration of construction.

Over Portage Bay, the project would use work trestles to the north and south of the existing facility. First, a work trestle would be built to the north in order to build the north half of the new facility. Traffic would then be diverted to the north half of the new facility. Then the work trestle would be taken down and rebuilt to south of the existing structure. From there the south half of the new facility would be built.

The proposed construction methods provide the greatest safety to both the public and the construction crews while still allowing the project to be built in a timely and efficient manner.

Questions / Comments

Senator Jim Horn, Washington State Senate, asked if the project looked at having two bridges like I-90.

We don't have the same opportunity, like I-90, to continue using the existing facility.

Senator Horn asked what the cost difference is between doing a detour bridge and building a permanent parallel bridge.

The detour bridge is roughly \$35 million. More reliable cost estimates for the new West Approach are around \$375 million. It is hard to do a direct comparison because they are built to different design standards.

Dave Dye commented that the project could look more closely at the parallel bridge concept and return with its findings.

Bridge Operations Facility

Julie Meredith presented the proposed bridge operations facility. The bridge operations facility would be built into the hillside under the east abutment of the Evergreen Point Bridge.

The operations facility would consist of three levels. Parking would be provided on the top level for employees of the maintenance facility. Shop and office space would be on the second level. The bottom level would have additional shop space and access to the dock. An elevator would be used to move materials between the floors. Driveway access to the facility would be provided from Evergreen Point Road. The operations facility would be a dedicated duty station for 8 to 10 maintenance workers. The crew would work from approximately 5:00 a.m. to 2:30 p.m.

The dock at the facility would moor workboats between 16 and 50 feet. The dock and facility would provide timely responses to maintenance and emergency incidents on the bridge. The current maintenance facility at the Evergreen Point Bridge's draw span would not be rebuilt in either of the build alternatives. The new corridor will not have a center draw span.

Questions / Comments

Aubrey Davis asked what work is done from the operations facility to support the bridge.

The work crew adjusts the cables depending on lake levels, performs electrical, mechanical, and structural inspections, and does other routine maintenance on a day-to-day basis.

Senator Horn asked how large the work crew is for I-90.

The crew is approximately 10 to 12 people. There is the possibility on SR 520 to share some of the labor resources with I-90.

Mayor Mary Odermat, City of Medina, asked how much of area is used for workspace.

The bottom two floors are used for workspace, but we do not know the exact square footage.

Mayor Odermat commented that she thought there should be some other place to locate the operations facility.

The project only wanted one facility. I-90 and Kirkland were too far away, affecting the response time during an emergency. A facility at MOHAI or Foster Island affected wetlands and would have required additional purchases of property. The proposed facility on the Eastside stays within WSDOT's right-of-way.

Mayor Odermat asked what would control noise coming from the operations facility.

The I-90 team has only had 5 complaints in 10 years.

Mayor Odermat asked how the size of the proposed SR 520 facility compares to the size of the I-90 facility.

Do not know but the maintenance crew at I-90 was heavily involved in the process of choosing and designing the site.

Mayor Odermat asked if the I-90 facility would be eliminated.

No.

Environmental Analysis

Julie Meredith began the presentation on the environmental analysis by thanking the cooperating agencies for comments they have received so far on the environmental analysis.

Lorie Parker, CH2M Hill, presented the key findings from some of the analysis done to date.

Visual Quality

Nine visualizations were done from various public vantage points surrounding the SR 520 corridor.

- Looking east-southeast from Boyer Avenue towards Queen City Yacht Club
- Looking east across the Portage Bay Bridge
- Looking southeast across Union Bay and Lake Washington from Husky Stadium
- Looking east from the pedestrian bridge at East Montlake Park
- Looking northwest along the pedestrian path that connects to Foster Island
- Looking northeast from Lynn Street Park in Madison Park
- Looking east from Points Loop Trail just east of Evergreen Point Road
- Looking east along Points Loop Trail where it descends from Hunts Point Town Hall

- Looking west along SR 520 towards 92nd Northeast overpass.

The visualizations show a picture of the existing corridor from the abovementioned vantage points and then what someone would see from that same vantage point for both the 4- and 6-Lane Alternatives. *(The visualizations are included in the PowerPoint presentation.)*

The project is going to add a visualization of the westerly view from Evergreen Point Road.

Navigation

The new Evergreen Point Bridge will have a different profile than the existing structure. The west navigation channel of the existing structure is 45 feet above the water. The new bridge would be 25 feet high at the west navigation channel because the highrise has shifted west over Foster Island. Currently, the east highrise is 57 feet tall. The new east highrise would be raised to 70 feet to match the height found at the I-90 East Highrise. The new bridge would not have a center span that opens.

A survey of registered boats found that 95% of boats in King County are powerboats and that even the largest powerboats will still be able to use the west navigation channel. For this reason, project staff believes the east shore of Lake Washington will see little increase in boat traffic because of the change in heights of the navigation clearances.

Geology and Soils

The SR520 corridor is extremely vulnerable to seismic activity because it sits between the Seattle and South Whidbey Island Fault Zones.

The project area has some fragile soils that will be a challenge to work with. Those challenges are captured in the latest cost estimates.

Land Use, Relocations, and Economics

In Seattle, the project affects the following structures: the south dock of Queen City Yacht Club, NOAA research facilities, the Texaco on Montlake Boulevard, and the building currently occupied by MOHAI. On the Eastside the project affects the following structures: a historic house just south of SR 520 and west of Evergreen Point Road (4-Lane Alternative only), a house just north of SR 520 and west of Evergreen Point road (6-Lane Alternative only), and three parcels (one owner) at the southwest corner of Points Drive and Lake Washington Boulevard that contain a warehouse, garage and an espresso stand. *(An aerial photograph of the corridor overlaid with the footprint of each alternative along with affected structures highlighted in red is included in the PowerPoint presentation.)*

Recreation

The SR 520 corridor is pinned in on all sides by parks. When the bridge was originally built the designers picked the path of least resistance. Today there are standards and regulations protecting parklands and wetlands. In Seattle, the project affects four parks: Bagley Viewpoint, East Montlake Park, McCurdy Park, and the Washington Park Arboretum.

Bagley Viewpoint is currently overgrown and rarely used. Either the 4- and 6-Lane Alternatives take most or the entire viewpoint. In the 6-Lane Alternative the project has the ability to rebuild the viewpoint on top of the lid between 10th Avenue East and Delmar.

East Montlake and McCurdy Parks are complex because they are located right next to each other. Also, the Arboretum Foundation owns a portion of East Montlake Park. The project affects both parks by taking the building currently occupied by MOHAI and constructing a stormwater treatment wetland in the area that currently is the MOHAI parking lot.

The Washington Park Arboretum is affected because the new SR 520 roadway will be to the north of the existing roadway. This allows for WSDOT to give Seattle Parks some of the right-of-way it currently has as they shift the footprint north.

WSDOT has approximately 13 acres on the peninsula where the current Lake Washington Boulevard ramps and the unused R.H. Thomson expressway ramps are located which could be used as mitigation for land taken from Seattle Parks.

The project is continuing conversations with Seattle Parks and the Arboretum Foundation as it looks at ways to mitigate the effects to parks. A possible area for park mitigation is improvements to Magnuson Park.

On the Eastside, the project affects both Fairweather and Wetherill Parks in the 6-Lane Alternative.

A section of the Points Loop Trail, which is currently in WSDOT right-of-way, would need to be reconstructed in Fairweather Park because of the footprint of the 6-Lane Alternative.

The Points Loop Trail, which is in the right-of-way, would be rerouted through the eastern edge of Weatherill Park.

Question / Comments

Mayor George Martin, City of Clyde Hill, asked why there was no visualization from the Lake looking at the corridor.

Susan Sanchez, City of Seattle, asked what visualization is representative of the view from homes.

The visualization from Madison Park is representative of the views from the homes in that area. There are no visualizations that correlate to the views from the homes on Portage Bay.

Grace Crunican, City of Seattle, asked if there was a problem being solved by raising the East navigation channel to 70 feet above the water level.

The project was trying to match the clearance given on I-90.

Dave Dye asked if the Coast Guard had certain requirements for the clearance needed for boats.

There is no magic number. The Coast Guard was comfortable with a height of 70 feet.

Grace Crunican asked if the Queen City Yacht Club dock was needed because of noise mitigation.

No. The dock is needed because of the footprint of the new facility and because of construction. The hope is to reconfigure the dock, so the project is in discussions with the Yacht Club.

Aubrey Davis asked where the NOAA research functions would go if the project took their buildings.

NOAA would like to relocate them somewhere else on the site.

Aubrey Davis asked if MOHAI is still planning on moving to the temporary Seattle Public Library building downtown.

Yes, but other interests have plans for the current MOHAI building.

Grace Crunican asked if the project was taking the Hop-In Grocery.

The project is only taking a portion of the Hop-In parking, not the building. The project is taking the Texaco parcel.

Jean Gooden, Seattle City Council, asked if the project has to provide mitigation for land temporarily taken.

All mitigation is negotiable.

Grace Crunican suggested having all the Seattle Executive representatives in a meeting with Parks regarding mitigation.

Public Comments

Larry Sinnott, Friends of Olmstead Park, commented that WSDOT staff is ignoring the Arboretum Master Plan by including the Lake Washington Boulevard ramps in their design. The ramps are a detriment to the park. He would like a study included in the EIS that looks at not rebuilding the Lake Washington Boulevard ramps. He also stated that the proposed dramatic shift of the west highrise is a visual blight.

Aubrey Davis stated that he had received a letter from Richard Conlin stating the Council's interest in looking at the effects of closing the Lake Washington Boulevard ramps.

Dave Dye commented that the project might not be able to include that study in the EIS but it can look at it and return to the Executive Committee with its findings.

Grace Crunican commented that SDOT looked at closing the Lake Washington Boulevard ramps and that it had negative impacts on 23rd. There might be a possibility of just opening the ramps during peak periods.

Jonathan Dubman, Montlake Community Club, commented that the project should also look at value pricing as a way to relieve congestion. He also expressed concern that there is no planned connection between the SR 520 Project and Sound Transit's proposed Stadium Station.

Aubrey Davis commented that he likes hearing support for value added pricing. Puget Sound Regional Council is embarking on a 400-person demonstration project looking at the feasibility of value added pricing.

Grace Crunican asked for Aubrey's response to Jonathan's concern about a future connection with the light rail station at Husky Stadium.

Aubrey Davis responded that he thinks there can be a future connection between SR 520 and Stadium Station. The design of SR 520 does not preclude a connection from occurring.

Next Steps

The next meeting will be held on January 11, 2005 from 1:00 – 4:00 p.m. at MOHAI.

Meeting Attendees

Committee Members

Present	Last	First	Organization
	Asher	David	City of Kirkland
	Balducci	Claudia	City of Bellevue
X	Berry	Jeanne	Town of Yarrow Point
X	Bowman	Jennifer	Federal Transportation Administration
X	Burleigh	Mary-Alice	City of Kirkland
	Cairns	Bryan	City of Mercer Island
	Ceis	Tim	City of Seattle
	Crawford	Jack	Sound Transit
X	Crunican	Grace	City of Seattle
X	Davis	Aubrey	WSDOT
X	Dye	Dave	WSDOT-UCO
	Earling	Dave	Sound Transit
	Edwards	Bob	Puget Sound Regional Council
X	Ferguson	Bob	King County Council
X	Godden	Jean	Seattle City Council
X	Horn	Jim	Washington State Senate
	Ives	Rosemarie	Redmond Mayor
	Jacobsen	Ken	Washington State Senate
	Jahncke	El	Mercer Island Mayor
	Kargianis	George	Washington State Transportation Commission
X	Krochalis	Rick	Federal Transit Administration
	Leonard	Jim	Federal Highway Administration
	Marshall	Connie	Sound Transit
X	Martin	George	Clyde Hill Mayor
X	Mathis	Daniel	Federal Highway Administration
X	McConkey	Fred	Hunts Point Mayor
	McKenna	Rob	King County Council
	Murray	Ed	WA State House of

Present			
			Representatives
	Noble	Phil	Bellevue City Council
X	Odermat	Mary	City of Medina
X	Paine	Thomas	Redmond Council
	Pflug	Cheryl	WA State House of Representatives
	Rourke	Philip	City of Clyde Hill
	Rutledge	Steve	Town of Yarrow Point
X	Sanchez	Susan	City of Seattle
	Sullivan	Maureen	WSDOT-UCO
	Taniguchi	Harold	King County

Public Participants

- Sheldon Jahn, City of Medina
- David Allen, City of Seattle
- Steve Broback, ECRD
- Peter Beaulieu, Puget Sound Regional Council
- Mark Weed, Seattle Business Association
- Chris Hyson, Senate Republican Caucus
- Ann Marshal, King County Department of Transportation
- Eric Chipps, Sound Transit
- Andrea Tull, Sound Transit
- David Elliot, Bellevue Transportation Commission
- Jane Hadley, Seattle Post Intelligencer
- Dave Martin
- Dave Godfrey, City of Kirkland
- Kim Becklund, City of Bellevue
- Randy Bannecker
- Bill Bain, Seattle Yacht Club
- Jack Austin, Seattle Yacht Club
- Terry Marpert, City of Redmond
- Jonathan Dubman, Montlake Community Club
- Tony Cube, Senator Patty Murry
- Larry Sinnot, Ravenna/Bryant Community Association and Friends of Seattle Olmstead Parks
- Virginia Gunby, 1000 Friends of Washington

Project Team Members

- Julie Meredith, WSDOT-UCO
- Paul Krueger, WSDOT-UCO
- Kinyan Lui, WSDOT-UCO

- Lindsay Yamane, Parametrix
- Lorie Parker, CH2M Hill
- Suanne Pelley, EnviroIssues
- Bryan Jarr, EnviroIssues
- Chelsea Galano, EnviroIssues